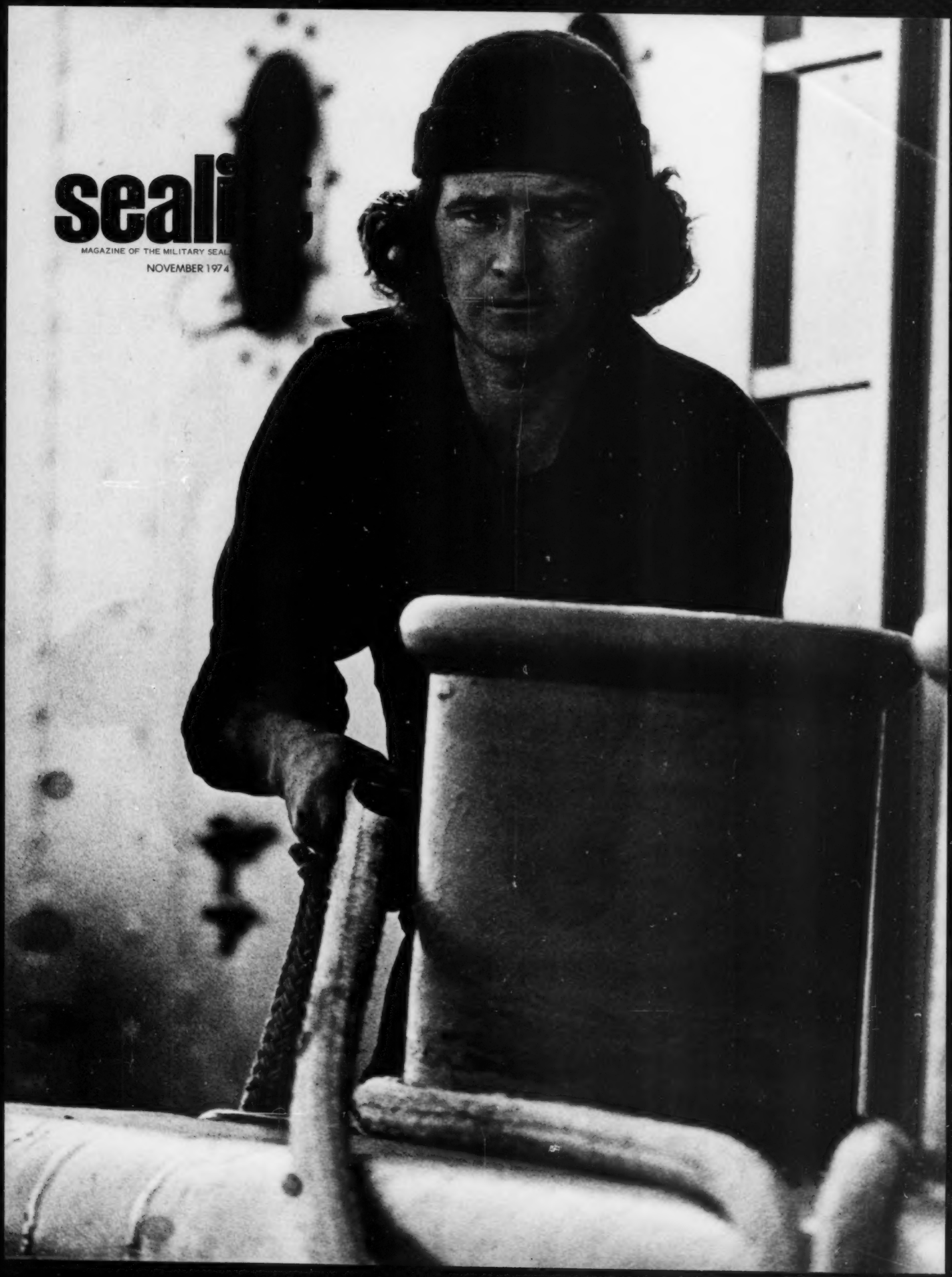
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MAGAZINE OF THE MILITARY SEAL
NOVEMBER 1974

Coordinate, Communicate, Conserve

For the first time in several years, MSC recently hosted an area commanders' conference during which we discussed both our day-to-day functions and the challenges to be faced in future years. I think it worthwhile to briefly summarize some of the points I made to the area commanders and staff members who attended the conference late last month.

First was the obvious need for all units of Military Sealift Command to work as integral elements of the sealift team. Despite the fact that we have area commands, offices and smaller units located worldwide, we must speak and act with a single voice. We share common objectives and adhere to common policies. To insure that we work together effectively, despite the vast distances that separate command units, we must coordinate our actions by continuing communication so that we can cooperate and work together as effectively and economically as possible.

Cooperation, coordination, and communication are everyone's responsibilities.

A second point I made concerns the present "climate" in which we operate. Economy must be our watchword. Assuring maximum service from each dollar we spend is a basic consideration in every decision we make, and every action we take. That is why MSC has been conducting a management survey directed by Jack Bowers, Assistant Secretary of the Navy for Installations and Logistics. I was happy to report to the area commanders that we are implementing actions recommended as a result of that study, many of which were suggested by the area commanders and their staffs who have done a tremendous job in improving both MSC efficiency and economy in recent months. But there is more to be done. Vigorous follow-up on actions already initiated and a continuing quest for other means of improving our performance are still required.

I also commended the area commanders for the outstanding

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Sealift

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COVER: Able Seaman Frank Umbrecht hauls in a line as USNS Mosopelea leaves the Washington Navy Yard. Photo by Howard Rosenberg

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"Mayday"

By Howard L. Rosenberg

Early on September 12, the 486-foot cruise ship Cunard Ambassador was making her way through calm seas toward New Orleans from Miami to pick up passengers bound for Mexico. The 309 officers and crew members were routinely preparing for a busy day.

Shortly after dawn, as the ship was steaming through the Florida Straits 39 miles southwest of Key West, a fuel line ruptured spewing its contents over the hot diesel engines and starting a fire. It soon raged out of control and the master of Cunard Ambassador, Capt. Robert Howard, issued an S-O-S at 7:15 a.m.

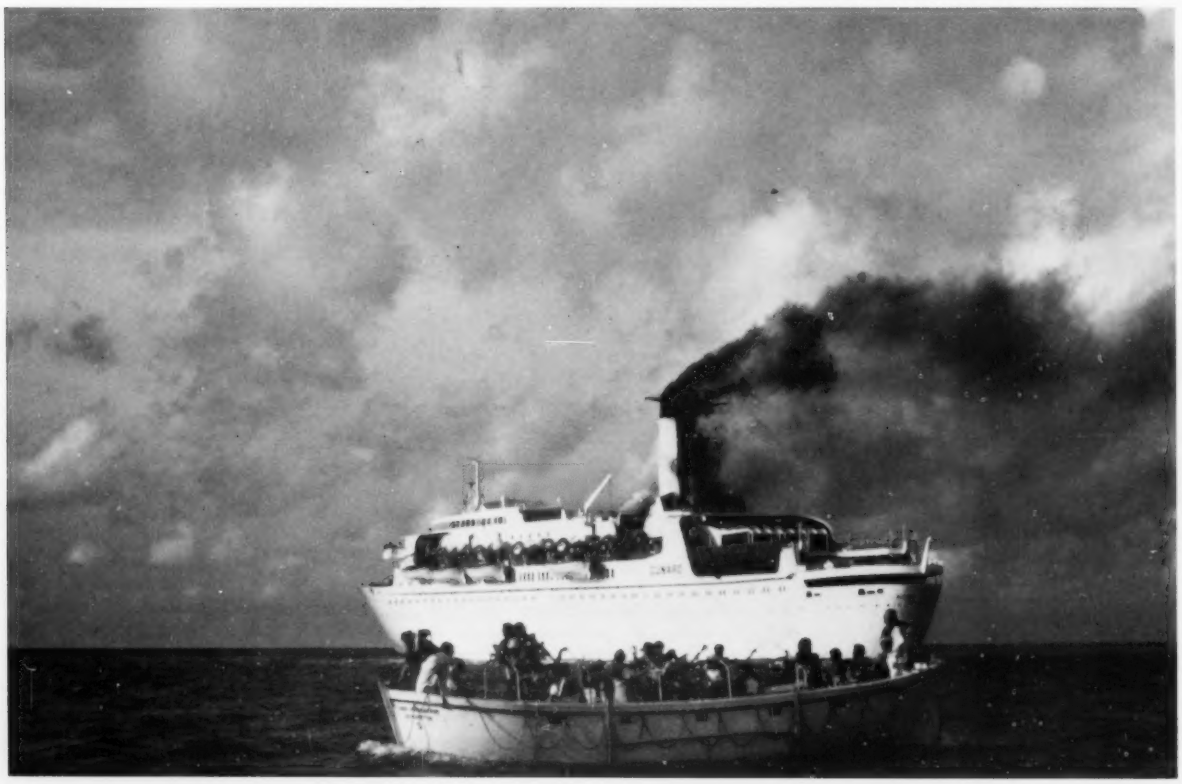
The MSC tanker USNS Tallulah then was enroute to Charleston, S.C. from Tampa, Fla. to pick up a load of fuel. At 8:10 a.m., Tallulah's radio officer received the distress call. Capt. Harlan E. Jackson immediately ordered the ship's course changed to intercept the Cunard Ambassador.

Moments after Tallulah changed course, the Ambassador's master ordered 257 crew members to abandon ship. Captain Howard and 51 crewmen stayed aboard to coordinate rescue efforts and to fight the blaze rapidly spreading upward through the decks.

While heading toward the stricken ship, Tallulah's 34 crewmen hung ladders, nets and ropes over the starboard side of the ship and boat ropes were strung from bow to stern so that lifeboats would have no trouble staying alongside. Captain Jackson radioed Captain Howard and asked that all Ambassador lifeboats gather on the windward side of the burning ship to minimize the danger of Tallulah going under the lee side of the Ambassador.

Tallulah's stewards began preparing sandwiches, tea and coffee for the Ambassador crew and the tanker's sick bay was readied to receive the injured.

Sixty-four minutes and 10½ miles after changing course, the first of nine Ambassador lifeboats was alongside Tallulah. Two minutes later, the first survivor

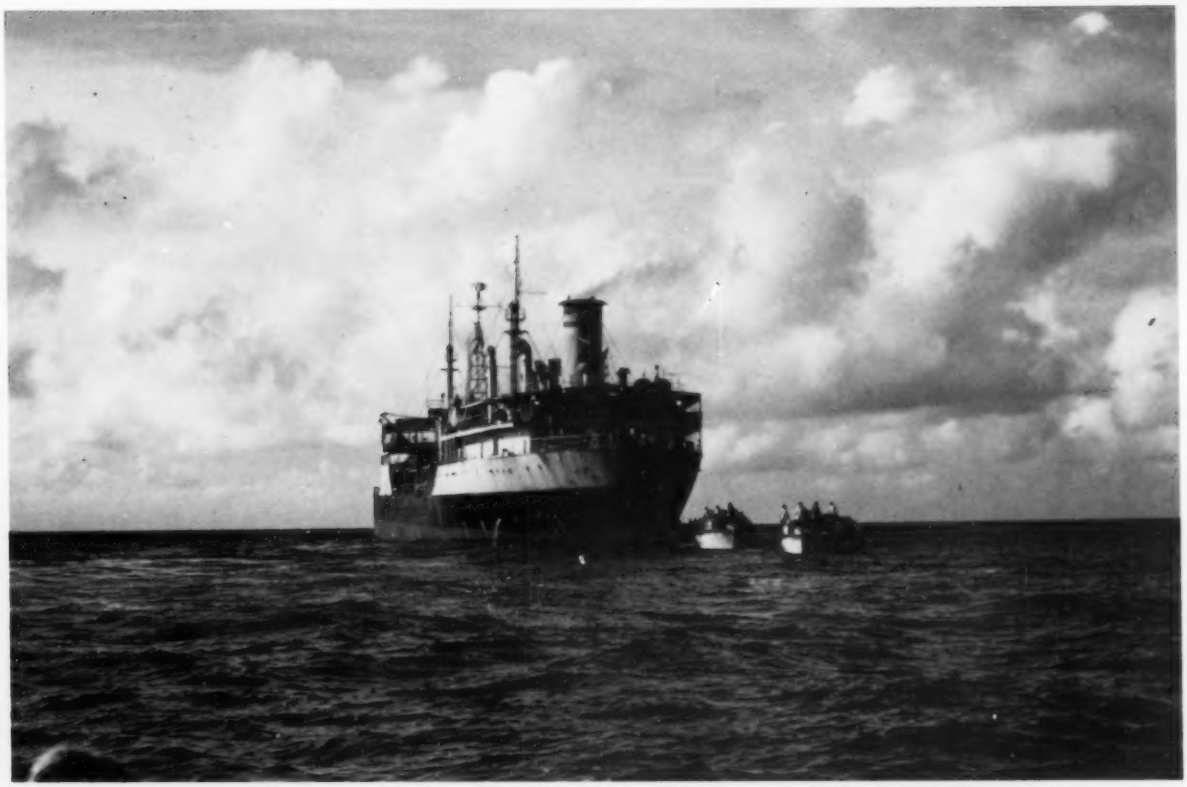


was aboard. One of the Ambassador lifeboats carried two breathing aid devices back to the burning ship and then returned to Tallulah. By 10:54 a.m. all 257 crew members who had abandoned Ambassador were aboard Tallulah, a 17,100-deadweight-ton tanker designed to accommodate a 34-man crew.

U.S. Coast Guard Cutters Cape York and Diligence had arrived on the scene and while firefighting crews from Cape York joined Ambassador crewmen fighting the blaze, Diligence sprayed a torrent of water over the vessel to contain the flames amidships. Cape York then came alongside Tallulah and removed the Ambassador lifeboats.

Coast Guard, Navy and Air Force helicopters and seaplanes brought more firefighting equipment and specialists to help in the rescue effort. Tallulah then was ordered to sail to Miami with the rescued Ambassador officers, crew members and entertainers, including about 60 women. Captain Jackson radioed the Coast Guard that Tallulah was drawing too much water to enter Miami

Crewmen flee the burning Cunard Ambassador, below left. As another lifeboat heads away, a Navy helo hovers overhead, right, and lifeboats marshall astern of USNS Tallulah, below.



Harbor and suggested he dock at Port Everglades. The Coast Guard agreed.

Captain Jackson said, "Everything was crowded, the bridge, all the passageways, mess halls, heads. Sick bay was turned into a dressing room for the women. Tallulah crewmen loaned the Ambassador crewmen soap, razors and shampoo so they could clean up a bit. Many had left in such a hurry, they didn't even have time to dress."

"There was some excitement for awhile. One man was missing. Apparently he had been inadvertently locked behind a watertight door when the fire broke out. But, he somehow got in touch with the bridge of the Ambassador and they went down and got him out."

"After things had quieted down," he said, "we used four men from the Ambassador crew in the galley to help our stewards prepare food for all those people. There were 42 different nations represented by the Ambassador crew—and that's a variety of tastes to satisfy."

According to Captain Jackson, the crewmen of the Ambassador were calm and knew exactly what they were doing. No one was injured and all seemed to be in good spirits.

Tallulah reached Port Everglades at 1 a.m. the next day. Unloading her "passengers," she was back at sea and on course to Charleston by 5 a.m.

During the 16 hours the Cunard Ambassador crew members were aboard Tallulah, approximately $325 worth of groceries were eaten and nearly 30 tons of water was used for drinking, cooking and washing.

Eventually, the fire aboard Ambassador was brought under control. The ship was then towed to the Naval Station at Key West where surveys are still under way to determine whether the ship can be salvaged.

Although owned by the government, Tallulah is operated for MSC by Hudson Waterways Corp. under an MSC contract. Hudson Waterways is a subsidiary of Seatrain Lines. All crewmen, including the master, are civilian mariners hired by Hudson.

Captain Jackson and his crew were praised by Rear Adm. Austin C. Wagner, commander of the Seventh Coast Guard District in Miami. In a message to the crew he said, "The rapid response and timely assistance rendered to the crew of the Cunard Ambassador exemplify the highest standards of cooperation amongst those who follow the sea. Your professional seamanship is noted with gratitude and appreciation. It was a pleasure to cooperate with you in this life-saving effort." ⚓

Clockwise from right, lifeboats tied together approach the starboard side of Tallulah, survivors climb aboard, and Cunard Ambassador officers make a head count of the crew.

Wait'n For The Robert E. Lee

By Lt. Cmdr. Kent N. Foerster

Last August many New Orleans residents gathered at the levee, again wait'n for the Robert E. Lee. Although the Robert E. Lee was far different from the renowned Mississippi River paddle-boat of the 1850s, the anxiety, anticipation and thrill were much the same.

Defense, maritime and shipping officials were waiting the arrival of Waterman Steamship Corp.'s newest LASH vessel, the 893-foot-long SS Robert E. Lee.

The vessel has a beam of 100 feet and a cargo capacity of 26,000 long tons, or 1,744 cubic feet of space available in 89 LASH lighters.

The steam turbine propulsion plant, rated at 32,000 horsepower, generates a speed of 22 knots and the ship has a cruising radius of 18,500 miles.

A brief review of the LASH shows why most Defense planners feel barge carriers have a high military potential and how ships such as Robert E. Lee meet overall military requirements.

LASH vessels enable the shipper to load cargo aboard barges at the source of supply, transport them to, and load them on the "mother ship" for the ocean transportation leg.

With approximately 12,000 miles of navigable inland waterways in the United States starting at New Orleans and proceeding up the Mississippi River and its tributaries, the importance of the barge-carrying ship is evident.

Total transportation, or transportation from point of origin to point of destination, can be achieved with many advantages, such as less cargo damage, better pilferage control, faster handling, and more reliable schedules.

Because of increasing size, many modern ships can not use facilities at smaller, less developed ports.

Barge ships require no port facilities for loading

Robert E. Lee tied up at New Orleans.

Jeeps are loaded last at Mobile.

Flour is loaded into barges at New Orleans prior to arrival of "mother ship," Robert E. Lee.

Clockwise from above, a tug positions a barge below the ship's gantry crane. The barge is lifted and positioned in its assigned spot.

or discharging barges, and the barges require no deep draft docks or piers for cargo operations. Barges can be handled at either existing or hastily built barge piers with a minimum of equipment. This is particularly important from a military point of view since, during a war or emergency, under-developed ports may be the only ones available.

Barges are not loaded at the same location as the barge-carrying ship, so they may be loaded at the most convenient time for the shipper. Barges can be loaded at most locations because their relatively shallow draft allows them to go into waterways inaccessible to the ship itself.

While the Robert E. Lee was being completed at Avondale Shipyard in New Orleans, several important things took place in preparation for the ship's maiden voyage. Documentation of military cargo to be shipped was prepared by transportation officers in various parts of the country, Waterman Steamship Corp. was gathering the barges at New Orleans and non-military cargo was staged and readied for loading.

The military cargo consisted of 136 jeeps and 490 measurement tons of general cargo, including several pumps, various pieces of machinery, and consumable items.

The 136 jeeps were shipped by rail from South Bend, Ind. to New Orleans, and Mobile, Ala. One hundred and fifteen were loaded at Mobile and 21 at New Orleans.

General cargo came from various supply depots to New Orleans by truck and rail. The cargo shipped from Mobile was destined for Jidda, Saudi Arabia while cargo from New Orleans was destined for Jidda and Daman, also in Saudi Arabia.

It would have been feasible to locate the barges at cities like Cincinnati, St. Louis, Joliet, or Chicago and use rail or truck only from South Bend to one of these cities. However, since Waterman is just beginning barge operations, its distribution system has not yet been fully implemented.

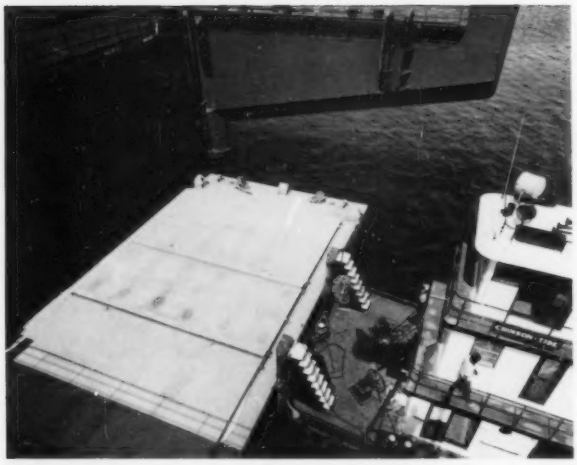
With arrival of the barges and the cargo at New Orleans, the terminal facilities swung into action. Stevedoring crews scurried about attempting to have the barges loaded before the "mother ship" was ready for loading. Commercial and military cargo was loaded into the same barges.

In order to obtain maximum use of space available in each barge, the stowage plan was to half fill the barges with flour, then dunnage over the flour and stow the jeeps on top. This plan was carried out in New Orleans.

After loading of the flour plus 21 jeeps, the barges were towed to Mobile.

The jeep loading phase of the operation in Mobile also went smoothly.

Robert E. Lee sailed into Mobile Bay on July 18



and moored at Waterman's berth. In this case, a pier was available for the ship, but if no pier had been open it would have been possible to anchor the ship and complete the loading just as effectively.

With the stern gate opened, a barge is pushed into place below the mobile gantry crane. The crane is attached and guides the barge to the designated hold. Once the barge is located and secured the crane returns to load another barge. The complete loading cycle for the crane to load one barge is approximately 20 minutes.

Although there were no bales of cotton visible as there probably were on the Robert E. Lee years ago, there could have been hundreds of bales carried inside the barges.

Methods of handling, loading, stowage, and transporting cargo today would certainly cause old river steamer captains to stare in amazement. ⚓

Lt. Cmdr. Kent N. Foerster is the comptroller and supply officer of MSC, Gulf in New Orleans, La. He received a Bachelor of Business Administration degree from Texas Tech University in 1961.

Before joining MSC, Lt. Cmdr. Foerster served aboard the carrier USS Roosevelt, the USS Capricornus, on the staff of Amphibious Forces, Atlantic and the Explosive Ordnance Disposal School and most recently, at the Naval Supply Depot at Subic Bay, P.I.

It's nice to have a nurse around the ship

By Linda McDaniel

The comments were less than enthusiastic. "Well, I'll be damned!" blurted one crewman. "Oh! Oh!" moaned another as he watched his new shipmate climb up the gangway to the USNS Wyman.

Although the crew expected L. Markow to board that day, they weren't prepared for the fact that L. stood for Laura.

As the second female nurse to head an MSC ship dispensary, Laura anticipated the crew's reaction. "I had heard about the reception given my predecessor Elizabeth McKay aboard USNS Vanguard," Laura said. "I realized I was a novelty to them, but I was also confident that attitude would be short lived."

Her first day aboard the MSC special project ship was spent treating patients who literally lined up outside the door. "It was obvious they were seeking to cure their curiosity more than any malady," Laura said. "There were just too many vague complaints."

As the crew adjusted to a situation they had never before encountered, so did Laura. A 1973 graduate of St. Vincent School of Nursing in New York City, her assignment to the Wyman took her to sea for the first time.

Laura first learned of the need for ship nurses from an ad placed by MSC, Atlantic in a local newspaper. She then was working for a New York City hospital. "I wanted a more challenging and interesting job, and my interview with Robert Warner of the area command's crewing and receiving branch, convinced me this was what I was looking for," Laura said.

In April Laura got her first assignment. Flown to Rota, Spain she replaced Wyman's hospital corpsman who had died aboard the ship.

Before joining the crew, Laura completed a week of training at MSC, Atlantic's dispensary in Brooklyn, N.Y., where she was instructed in handling shipboard emergencies, ordering medical supplies and making water purification tests. She also was briefed on administrative duties and rodent control testing she would have to perform.

Now that Wyman crewmen are at ease with a female nurse on board, they have discovered several advantages.

An obvious one, Laura feels, is her ability and willingness to counsel them. "Often a man would like a woman's advice to help him solve family or

Laura checks Able Seaman Bruno Boyda for ear problems.

other personal problems. They expect a woman to be more compassionate. It is difficult to be away from your home for a long time, and they often need to discuss their troubles."

Frequently Laura is a preferred confidant because crewmen find it easier to talk to someone who does not work in their departments, especially about personality conflicts with colleagues. "Again," Laura pointed out, "this is a matter they often feel more comfortable discussing with a woman than another man."

Laura also has discovered that the men share a love of gossip, a trait usually attributed to women. "It's amazing how quickly an interesting story reaches me," Laura said. "Not vicious gossip, but gossip all the same."

A major task is giving immunization shots. "Navy regulations list shots crewmen must have before their ship enters certain ports," Laura said. "But I have to refer to their medical records to determine if new ones or boosters are needed."

Laura also handles physical examinations and keeps medical notes which are helpful in determining when chronic illnesses exist. "Some crewmen are disturbed knowing that on a ship they often are far away from equipment needed in treating emergencies such as strokes and heart attacks," she said. "Information in my notes allows me to be on the alert for possible emergencies and to take steps to prevent them. Preventive medicine is extremely important in my job." All notes Laura compiles are forwarded to MSC, Atlantic to be included in permanent medical records.

As a ship nurse Laura must perform her own laboratory work, such as taking X-rays and blood tests. The added responsibility is one reason she finds the job appealing.

She also tests the ship's water supply for bacteria and checks the ship for rodents. "Wyman stewards practice excellent sanitation techniques," she said. "There have been no health problems from either contaminated water or rodents."

Most common ailment among Wyman crewmen Laura feels is the inevitable result of too much of a good thing. "Alcoholic beverages cannot be brought on the ship, so when the crew is in port they usually indulge themselves. For several days after a port call, I dispense a lot of aspirin, antacids and valium."

Seasickness frequently plagues scientists assigned to the ship. On occasions, even experienced crewmen are victims. "Because the Wyman is a relatively small ship and tends to roll in bad weather, anyone can become dizzy and sick." Having been seasick herself the first few days, Laura is especially compassionate in treating these cases.

Since joining Wyman, Laura has visited Spain, Scotland, Iceland and Norway, and lists travel as one of the best features of the job. "Although the pay is less than a nurse would earn in a metropolitan hospital, the informal working atmosphere and opportunity to exercise a great deal of initiative more than make up for it."

At first Laura had some difficulty adjusting to a job that brought her only in contact with men. "The first few weeks it was really fun. I got more than my share of attention," she said. "But after a while, I began to miss female companionship, so I wrote a lot of letters to my girl friends back home in Long Island. My need to talk to another woman became really evident when a female scientist came on board for a 17-day cruise. We had many long talks and are good friends."

Being at sea for long periods of time also was somewhat difficult for Laura. "A standard wardroom joke is, 'I'm going for a drive, does anyone want to come?' That's what you really feel like doing after a few days," she said.

Laura found studying and listening to music helped overcome boredom.

Several times when everyone was feeling a little "shut in" Laura helped organize picnics in the engine room. "We put down blankets and brought typical picnic food, and just had a good time even though the picnics were held in an unusual setting," she said.

Capt. Carl Frieberg, Wyman's skipper, has no reservations about having a woman on board. "Women are no rarity on foreign merchant ships, and they shouldn't be on U.S. ships either," he said. "Laura has learned a great deal about many of the ship's departments, and with the proper training, there are few, if any, jobs she or other women couldn't master."

As do most crewmen, Thomas Harris, Wyman's chief engineer, feels having a woman on board ship boosts morale. "At first the crew was apprehensive about having a female nurse care for them, but now I think they prefer it," he said. "It's nice to have an attractive woman around, no matter what she is doing."

Laura's assignment to the Wyman has had a lasting effect on at least one of her patients, Steven Wilson. She and the Naval Oceanographic Office electrical technician became engaged on board the ship and will be married this month.

Laura is not quite sure she will continue going to sea after her marriage. "My fiance is not really pleased with the idea that we will be separated for perhaps months at a time," she said. "He feels that the job would disrupt our home life."

"Now, if I could get him to come along with me, that would be ideal," she said. ⚓

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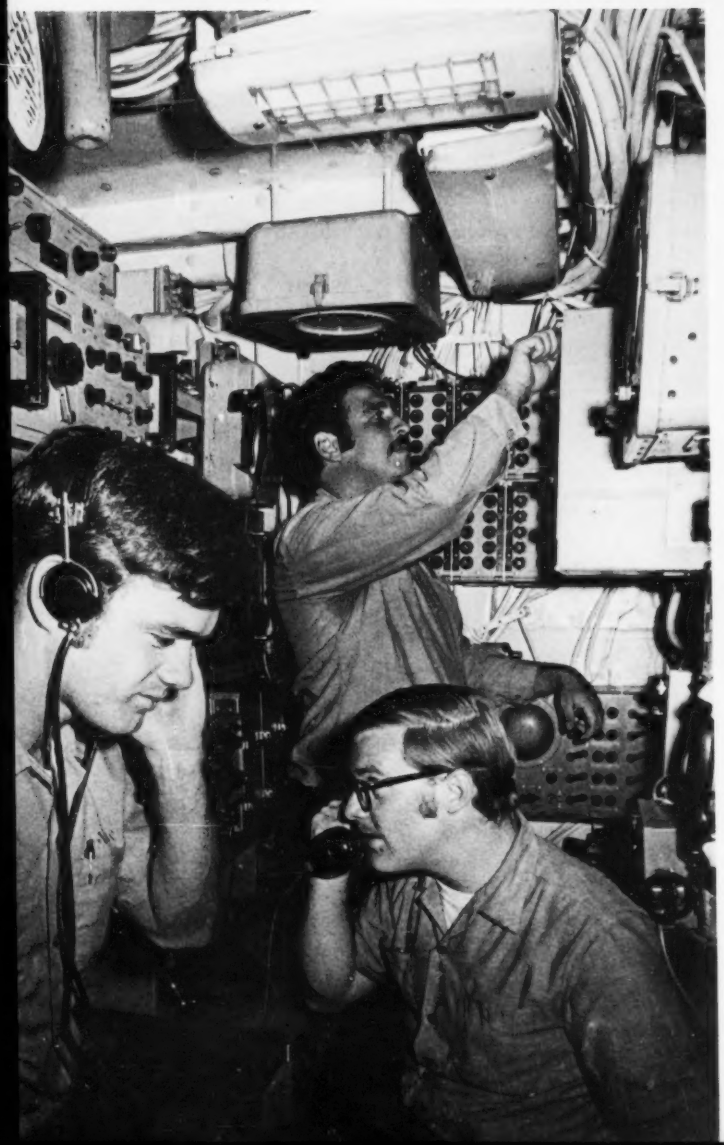


Navy Electronics Technician Third Class Lester "Biddy" Hughes repairs equipment.

Checking equipment are (clockwise from left) Navy Radioman Seaman Darrel New, Radioman Second Class Tony Latourette and Radioman Seaman Apprentice Robert Warren.

All in a day's work

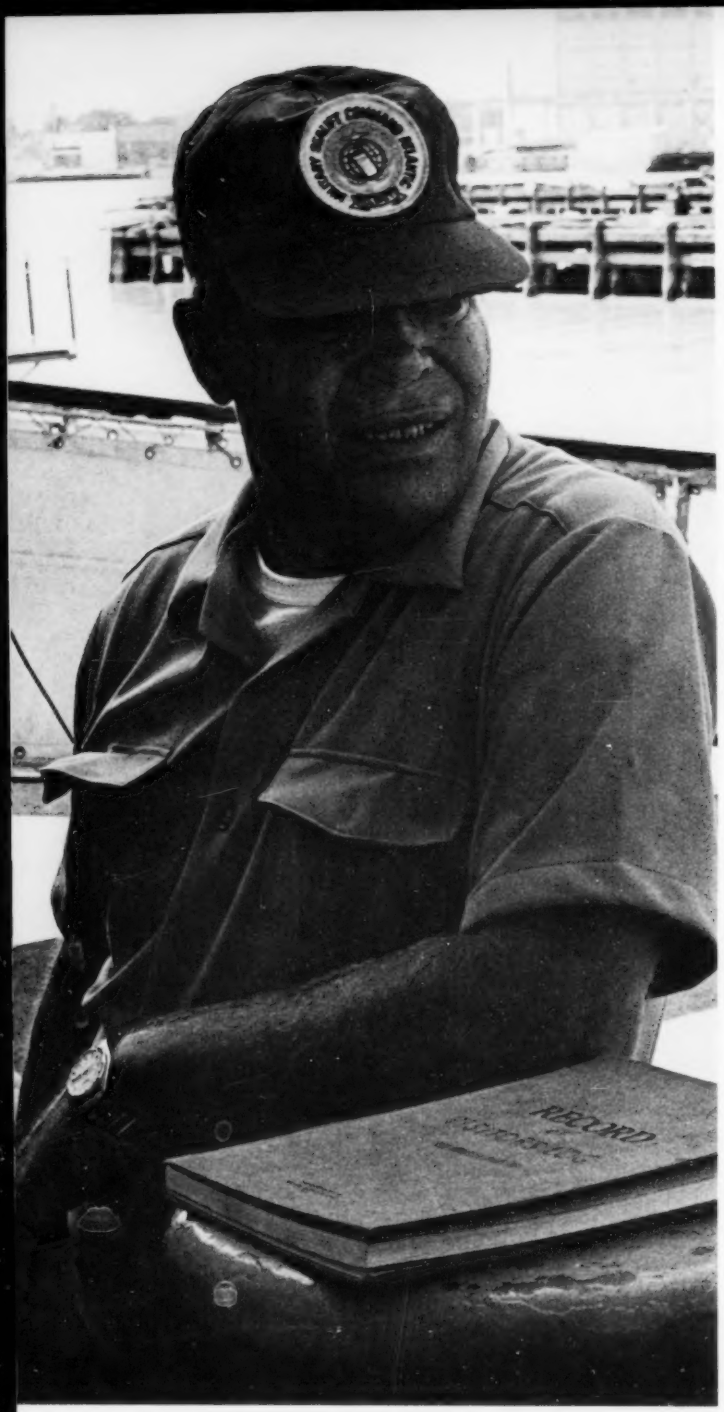
Photos and text
by Howard L. Rosenberg

In a rare visit for one of MSC's fleet support ships, USNS Mosopelea arrived in Washington last September, towing a barge loaded with scientific equipment for the Naval Oceanographic Office.

Though the ship was only at the Washington Navy Yard for a day

r John Campbell works on engines.

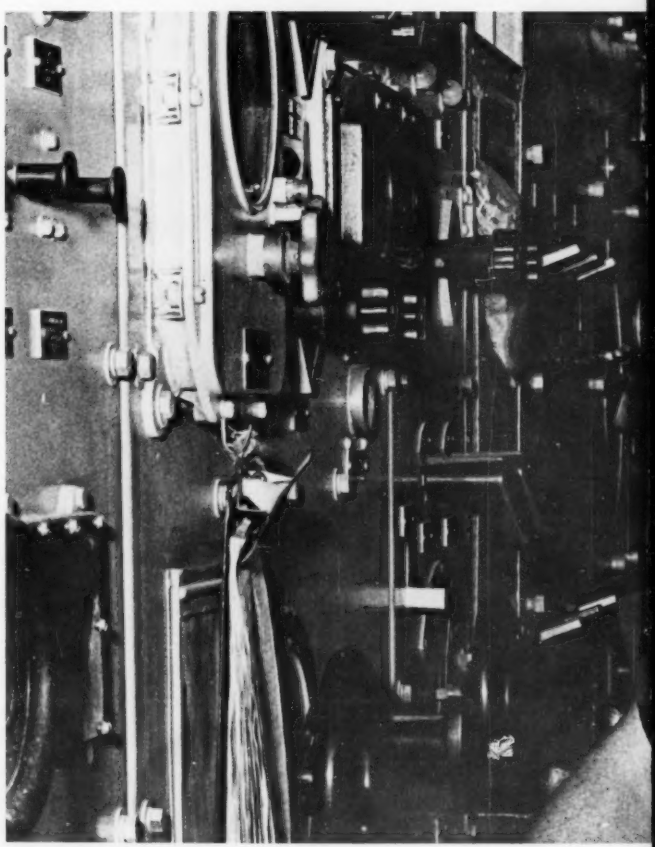
Capt. Edwin Rutter on the bridge.



Second Mate Chalmos Wood listens to a question from a visitor.

and night, several employees from the command's headquarters had a chance to visit the ship and talk with the crew — including Rear Admiral John D. Chase, who toured the ship guided by Mosopelea Master Edwin Rutter.

Mosopelea's Civil Service crewmen and Navy communications detachment have been working with the Atlantic Fleet for almost



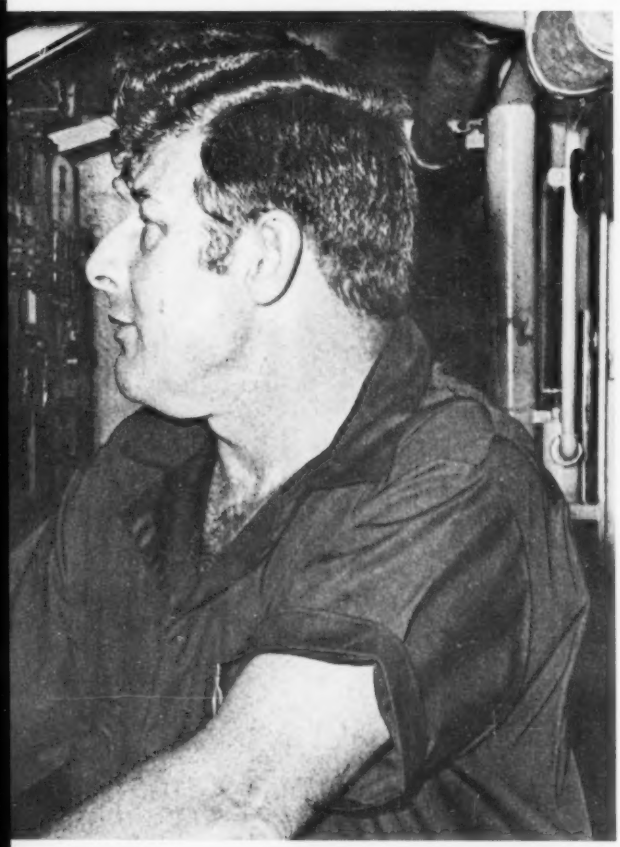
Chief Engineer Donald Spooner checks Mosopelea gauges.

Able Seaman Steve Altazan stands by bow winch as Mosopelea departs.

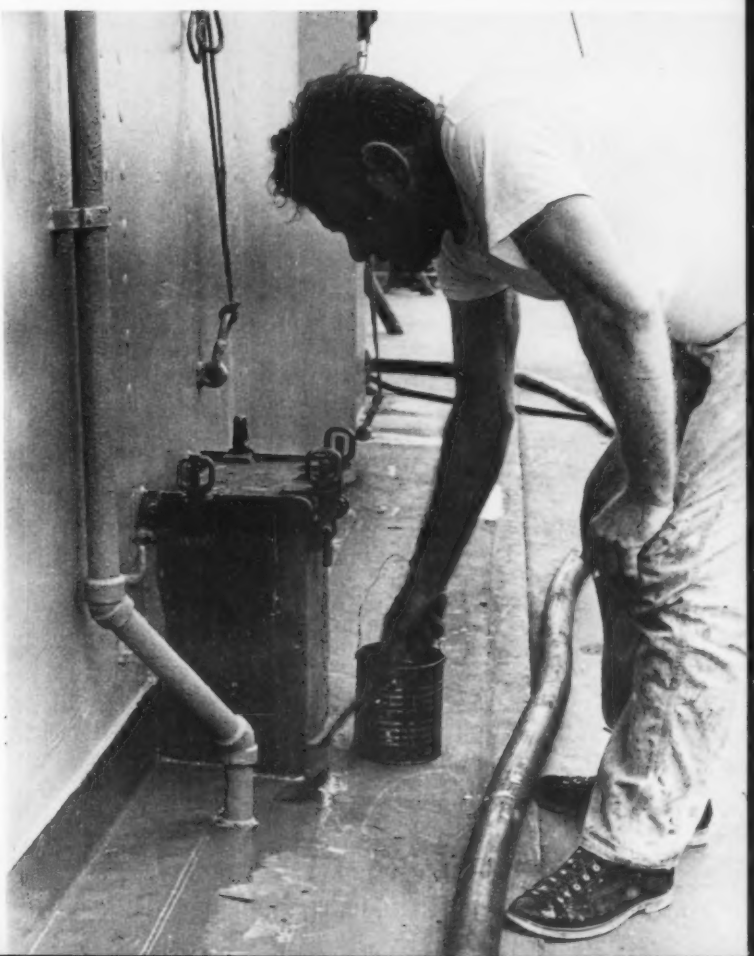
a year, winning praise for their untiring efforts.

Though some of the crew had a chance to see the sights in the nation's capital, many used the day in port to paint and spruce up the ship and perform routine maintenance tasks.

Said one able seaman painting the deck: "It's a constant battle between me and the rusting sea and the sea always seems to win." ⚓



Able Seaman Robert Orr fights battle of paint vs. rust.



Dating back to 1952, MSC has secured the services of new ships through a program called

Build And Charter

By Lars E. Anderson

Military Sealift Command, in fulfilling its mission as single manager operating agency for ocean transportation, must develop innovative and imaginative programs. One such program which has received much interest and publicity following recent delivery for MSC service of two 25,000-dead-weight-ton (DWT) diesel propelled tankers, Sealift Pacific and Sealift Atlantic, is the MSC build and charter program.

Attention currently focused on the Sealift tankers has tended to create an impression that the program is based on a new concept which began with the request for proposals (RFP) for the Sealift tankers in February 1971.

Actually, MSC has used the build and charter concept since 1952 to secure the services of new ships to meet MSC needs.

The basic concept provides that a contractor will finance and have constructed a ship intended for the exclusive use of MSC under a long-term charter to commence upon completion and delivery of the ship.

The long-term charter, usually for a firm five-year period with renewal options, provides the incentive and financial security needed by ship operators and financial institutions to undertake building of new ships which frequently have limited commercial utility, or are specifically designed with MSC's unique requirements in mind.

The form, terms and conditions of build and charter contracts have changed over the years depending on the type of ship, the service required and the existing financial market. MSC has used time charters, consecutive voyage charters and bareboat charters of ships with contract operators or Civil Service crews.

The first MSC build and charter program in July 1952 provided for construction of four 29,000 DWT tankers, Orion Planet, Orion Clipper, Orion Star and Orion Comet. All were to be time chartered to MSC and operated by Orion Shipping and Trading Co., Inc. for five years with no options. Compared to the 17,000 DWT T-2 tankers comprising the bulk of the U.S.-flag tanker fleet at the time, the 29,000 DWT Orion vessels were considered to be very large tankers. Thus, MSC was pioneering subsequent growth in tanker size.

In 1954 Congress passed Public Law 575 authorizing the Navy to enter into 10-year time charters, with options to purchase, for fifteen 25,000 DWT tankers. This law was intended to stimulate construction of ships for charter. Unfortunately, the act provided that charter hire payments could not exceed $5 per DWT per month.

In June 1955 a conditional award was made to one offeror for procurement of eight tankers at a charter rate of $4.80 per DWT per month. All other offers were rejected as being too high. The award was conditioned on the offeror being able to firm up financial and construction plans. However, the offeror could not obtain necessary commitments and the award was canceled.

In November 1955, a second RFP was issued to build and charter 15 tankers pursuant to Public Law 575. On Feb. 1, 1956 conditional awards for 14 tankers were made to four offerors. By August these four awards were canceled because the offerors again were unable to obtain firm commitments from shipyards and financial institutions due to the charter hire rate limitations written into Public Law 575.

Aside from the lessons learned as a result of Public Law 575, the Navy was able to construct four 25,000 DWT T-5 tankers with appropriated funds authorized by another section of the act. One of the T-5 tankers was USNS Potomac which was to be a principal in a later build and charter program.

After failing to secure services of 10-year, time chartered tankers under Public Law 575, MSC decided to obtain needed tonnage by use of

long-term, consecutive voyage tanker charters with a firm period of five years with no options to extend and no termination charges provided. The award of a number of these contracts was made in January 1957, and the following ships were built and chartered:

Eagle Traveler	32,300 DWT	Sea Transport, Inc.
Eagle Voyager	32,300 DWT	Sea Transport, Inc.
Eagle Courier	26,500 DWT	Eagle Carriers, Inc.
Eagle Transporter	26,500 DWT	Terminal Transport Corp.
Saroula	32,000 DWT	Skouras Line, Inc.
Barbara Jane	32,000 DWT	Skouras Line, Inc.
Hans Isbrandtsen	32,650 DWT	Isbrandtsen Co., Inc.
Orion Hunter	65,000 DWT	Orion Shipping & Trading Co.

At the same time MSC entered into five-year, consecutive voyage charters with Orion Shipping and Trading Co. for the four Orion tankers which had been constructed and time chartered to MSC in the 1952 program.

During these early build and charter programs, MSC not only provided incentive for the growth in size of U.S.-flag tankers, but also was instrumental in increasing average tanker speed from 14 to 16 knots. MSC also required multi-product capacity of from four to six systems in tankers built and chartered for its service.

In September 1961 Potomac was virtually destroyed by a fire. The stern section was salvaged and this valuable asset was utilized by MSC through a unique build and charter contract with Keystone Shipping Co. Keystone used the Potomac's stern for construction of a new 26,000 DWT tanker, SS Shenandoah, which was bareboat chartered to MSC for an intitial period of 5 years with options covering 10 additional years.

In October 1965, in accord with Public Law 663, MSC entered a build and charter contract with Sunexport for construction of a roll-on, roll-off dry cargo ship, GTS Adm. William M. Callaghan, to be time chartered to MSC for a period of seven years with options to extend to a total of 20 years. In addition to the unique roll-on, roll-off features,

Where are they now?

USNS Sealift Antarctic, the last of nine 25,000-deadweight-ton tankers built for long-term charter by MSC, was launched at Bath Iron Works, Bath, Me. October 26.

Matron of honor at the launching was Ruth Dahl, wife of Don Dahl, head of MSC's tanker division. Mrs. James J. Glasser, wife of the president of General American Transportation Corp., parent company of Marine Transport Lines, sponsored the ship and her husband gave the keynote address.

Captain Henry J. Lyon, MSC assistant chief of staff for operations, represented the command.

The first three tankers launched already are in service. Sealift Pacific is operating along the U.S. West Coast and Sealift Atlantic is returning to the East Coast after delivering a cargo of petroleum products at Naha, Okinawa. After her return next month, she will continue to serve Gulf and East Coast ports for Military Sealift Command.

Sealift Mediterranean was delivered late last month and also is operating along the Gulf Coast. Sealift Arabian Sea is due for delivery next month.

Sealift Caribbean now is scheduled for delivery in January, Sealift China Sea and Sealift Arctic in February, Sealift Indian Ocean in April and Sealift Antarctic in May.

Callaghan has been used as a test bed to evaluate gas turbine engines intended for future use in Navy destroyers.

In June 1967 MSC entered into a contract with Charles King & Co., Inc. for long-term consecutive voyages charter of a 37,500 DWT tanker, Spirit of Liberty, then under construction. The charter was for five years with options to extend to a total of 15 years.

In October 1967 MSC entered into a build and charter program with Falcon Carriers, Inc. and Falcon Tankers, Inc. under which four 37,000 DWT diesel propelled tankers were constructed to be operated by Falcon under a long-term, consecutive voyage charter. The charter covered five years with options extending it to a total of 18½ years.

These tankers were among the first medium speed diesel tankers to be built in the United States. In February 1974 the charters for the Falcon Lady, Falcon Duchess, Falcon Princess, and Falcon Countess were modified to a form of bareboat charter and the ships were manned by Civil Service seamen.

In 1968 a Department of Defense study affirmed the continuing need for 25,000 DWT tankers—by this time considered small tankers—which were not being built for commercial use. In February 1969 a conditional award was made for construction of nine 25,000 DWT tankers to be bareboat chartered to MSC for an initial period of five years with options to extend to 20 years.

The conditional award was terminated in early 1969 because the offeror could not complete financial arrangements. A review of this aborted procurement action led to the conclusion that program financial arrangements had not been effectively structured in terms of the existing financial market.

In February 1971 another RFP was issued by MSC to build and charter nine 25,000 DWT tankers. The financial arrangements were restructured along the lines of a commercial leveraged lease transaction. (For a detailed explanation of the financial innovations see Sealift magazine of July 1972.)

A letter of selection was given in August 1971 to a consortium of Marine Transport Lines, Inc., Citicorp Leasing, Inc., and Saloman Brothers. Final contracts were executed in June 1972 with two special purpose corporations, Marine Vessel Leasing Corp. and Marine Ship Leasing Corp. for construction and bareboat chartering of four and five 25,000 DWT diesel propelled tankers respectively.

The bareboat charter is for an initial period of five years with options to extend to a total of 20 years.

Two of the nine tankers, Sealift Pacific and Atlantic, were delivered to MSC in August 1974 and the remaining seven, Sealift Arabian Sea, China Sea, Indian Ocean, Mediterranean, Caribbean, Arctic and Antarctic will be delivered by early 1975.

As a result of this build and charter program, and the earlier Falcon tanker program, MSC will have the largest fleet of medium speed diesel vessels operating under U.S. flag.

While MSC's build and charter programs have not been without problems and disappointments, the basic concept has proven to be a viable and cost effective method for MSC to fulfill its mission of providing ocean transportation for the Department of Defense. The experience and expertise gained by MSC, the shipping industry and financial community, promises future successful build and charter programs to secure needed ships to meet Defense requirements. ⚓

Lars Eric Anderson is a member of the legal staff at MSC headquarters in Washington, D.C. He prepared many of the documents necessary for build and charter of nine 25,000-deadweight-ton tankers constructed for the command.

A member of the Virginia Bar, Anderson received a Bachelor of Arts degree from the University of Virginia in 1967 and a Juris Doctor degree in 1970.

54 days on a rubber raft

"All we thought about the whole trip was food. Every night we dreamed of food. Everything we talked about was related to food."

No wonder. All George Sigler and Charles Gore had to eat for 40 days while floating on a 15-foot rubber raft in the Pacific Ocean were three pieces of candy and one vitamin C pill a day. And if that wasn't little enough, for 14 more days, before they were able to catch a fish, all they had were 10 to 15 ounces of water daily from a solar still.

Although they did not anticipate all that happened to them, the Navy reservists were out on the raft voluntarily. Their reason was to test survival kits they manufacture for use by castaway mariners or downed aviators. Both men are Naval Reserve pilots and have flown off aircraft carriers in the Pacific.

They left Oakland, Calif. July 4 on a raft equipped only with a small sail, a survival kit of their own design and emergency rations. After only two days, rough seas flipped the boat and they lost part of the equipment and all emergency rations. Sigler was asleep when the boat turned over.

"I woke up under water," said Sigler in an interview at the Tripler Army Medical Center in Hawaii where the men underwent medical tests. "I swallowed a lot of salt water and it caused me to become seasick and dehydrated."

It took Sigler, 29, and Gore, 27, two hours in chilling waters to get their boat turned right side up and the effort left them exhausted.

They were picked up 140 miles northeast of Oahu, Hawaii, August 28 by U.S. Coast Guard Cutter Cape Corwin.

The two adventurers had expected to catch fish along the way but attempts to do so failed until two days before the voyage ended. After 54 days without

Charles Gore is transferred from the USCG Cutter Cape Corwin to a hovering rescue helicopter.

COURAGEOUS

Rubber raft Courageous is lifted aboard the USCG Cutter Cape Corwin, below left. Far left, Charles Gore had a snapshot taken of himself just prior to leaving Oakland. Left, Army doctors watch Gore attempt to walk a straight line. Both men had some difficulty walking and maintaining balance just after their rescue.

food, "suddenly there were dolphin all around us," remembered Gore.

"We tried fishing with hook and line and it took us 20 minutes to land one, and we put two holes in the bottom of the boat doing it. We were totally exhausted by the effort," added Gore.

Sigler later discovered it was much easier to spear the tough fighting fish and flip them into the boat where Gore rapped them over the head.

Interest in survival at sea began for both Sigler and Gore while flying A-3 Skywarriors on active Navy duty. Both men at one time or another held the job of safety and survival officer in their respective squadrons and both had attended Navy survival schools.

Sigler and Gore now fly one weekend a month as Naval Reservists at Naval Air Station Alameda, Calif.

Navy Lt. Cmdr. (Dr.) Peter Lee of the Clinical Investigation Center was on the Coast Guard helicopter that ferried the two intentional castaways from Cape Corwin to the hospital.

"We were amazed," said Dr. Lee. "After almost two months confined on a small, rubber boat, I didn't really expect them to be able to walk. But, they were in amazingly good shape."

Both men arrived at the hospital bearded, 40 pounds lighter and slightly sunburned but otherwise in excellent condition physically and mentally.

"In many cases," pointed out Dr. Lee, "it is extremely difficult to begin normal intake of food after such a long period without eating. The gastrointestinal tract has a lining that will dry out and any food taken in after that has a tendency to either pass straight through or result in blockage of the tract. Either way, it isn't food

for the patient because he isn't receiving nourishment. In the case of Sigler and Gore, there was no evidence of this at all."

When Sigler and Gore arrived at Tripler, both ordered milk shakes, half-and-half milk and gingerbread cake. Later that night they ate sandwiches. Breakfast the next morning was pancakes smothered in maple syrup, bacon and eggs, orange juice, coffee and milk.

While planning their trip, Sigler and Gore approached the staff at the Oak Knoll Naval Hospital in Oakland for advice on fluids and physical requirements for such a voyage.

Cmdr. (Dr.) John D. Wallin, director of the Clinical Investigation Center gave the two basic information on minimum intake requirements of water and salt but advised that such a trip was "extremely hazardous" and cautioned against it.

"Neither of us would want to do it again," said Gore. "But we set out to prove something — that castaways with simple survival gear can find their way across an ocean, and they can survive. I think we did just that." ⚓

Charles Gore, left, and George Sigler recount their ordeal.

Charles Gore is X-rayed by Sue Kott at Tripler Hospital. "They were awfully thin," she said.

(Continued from page 2)

records MSC commands have achieved in the fleet support area. Overall, our fleet support ships have done a superb job, and their crews deserve all accolades they have received from the fleets. As the concept of civilian manning of Navy fleet support ships is expanded, and we receive additional ships, we must do all that we can to prevent any fall-off in our effort. We have set a high standard — one that must be sustained.

In discussing MSC's strategic sealift role I once again pointed out that MSC has the responsibility of learning to effectively use ships we now have, or can reasonably expect to have at our disposal in an emergency. We all know that the merchant marine is changing in structure and in ship numbers.

Throughout our nation's history, the bulk of emergency sealift capability has been provided by the merchant marine. They were always there when needed. But the traditional breakbulk ship is being replaced by new types of sea carriers, by container ships, barge carriers, roll-on, roll-off ships and by large automated tankers. These are the ships we will have to rely on in an emergency or contingency situation. MSC sealift managers must be thoroughly familiar with their capabilities, their advantages and disadvantages and the procedures which will allow us to obtain the greatest possible benefit from them in every anticipated operating environment.

That means we must use them in peacetime both in delivery of cargo and in realistic exercises designed to gain the greatest possible knowledge and develop the highest possible degree of strategic sealift capability.

I also reminded the area commanders and others attending the conference of MSC's unique character. The command is in effect the bridge which links members of the Defense Department with the steamship industry, labor unions, shipbuilders and regulatory agencies, including the Federal Maritime Commission and the Maritime Administration.

In that role MSC is peculiarly equipped to stimulate communication among industry, the military services, unions and regulatory agencies. We also are in a position which uniquely enables us to promote close and continued coordination and cooperation. We must accept and fulfill those roles, for success in our own mission demands that we have the respect and support of all those we serve, and those who serve the nation by providing sea transportation assets, expertise and innovative management.

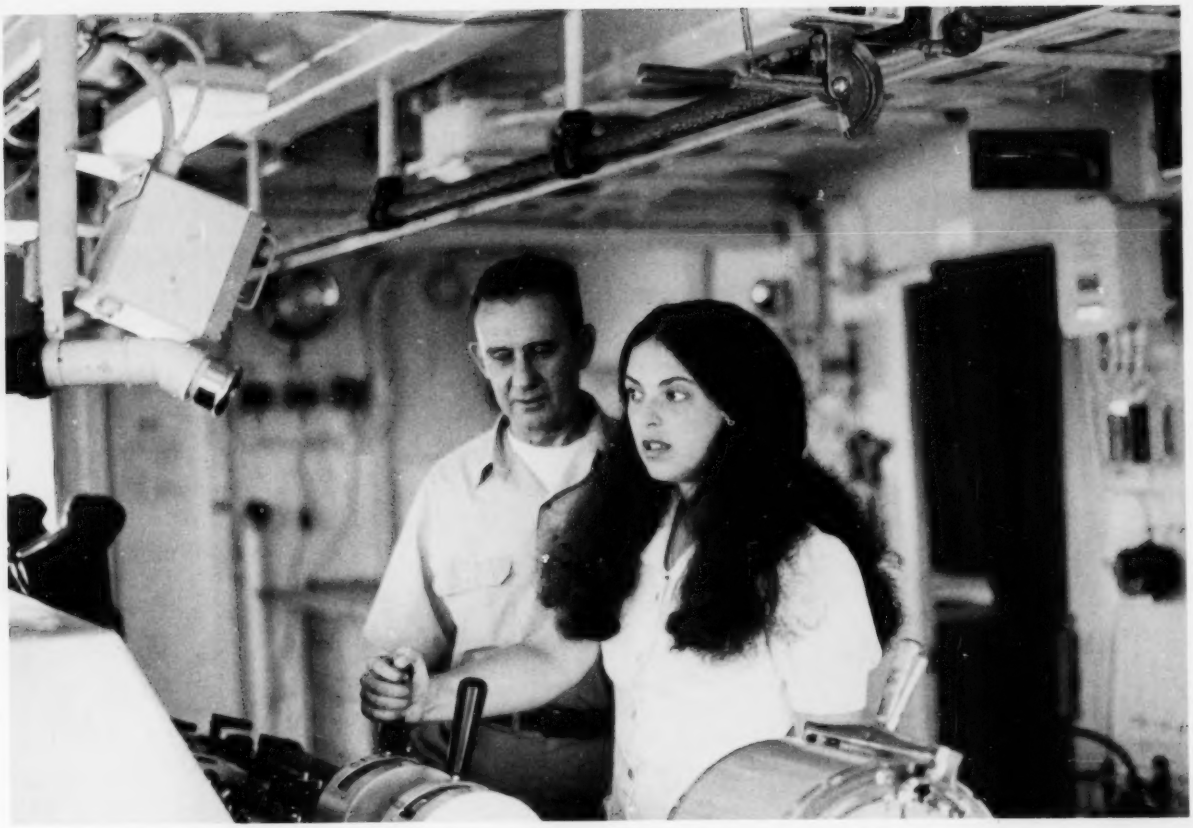
At the end of the conference MSC also hosted its 25th anniversary party. More than 400 attended, including top executives of the unions and maritime management, the regulatory agencies, and the military services. During the course of the evening a Meritorious Unit Commendation was presented to the master of USNS Myer, Capt. Harold Tweedle. I think this was a most appropriate and significant action for at one time it recognized the accomplishments of both the Myer crew and the many men and women in Military Sealift Command who have helped MSC earn an enviable reputation by 25 years of outstanding performance.

It also again sets a standard against which our future performance will be measured.

John D. Chase

Commander, Military Sealift Command

Admiral Chase presents a Navy Meritorious Unit Commendation to Capt. Harold Tweedle, master of USNS Myer, at MSC's 25th anniversary party.



Aboard USNS Wyman, Second Mate Chuck Merrill shows ship's nurse Laura Markow how to change engine speed from bridge. Story on page 10.

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